

CHANGEU.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1800.56A CHG 1

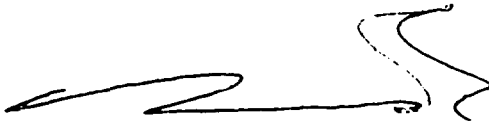
3/15/01

SUBJ: NATIONAL FLIGHT STANDARDS WORK PROGRAM GUIDELINES

1. PURPOSE. This change transmits a revised page to appendix 1.
2. DISTRIBUTION. This order is distributed to the Associate Administrator for Regulation and Certification; to the branch level in the Washington headquarters Flight Standards Service; to the Program Director, FAA Academy, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center; to all regional administrators; to the branch level in the regional Flight Standards divisions; and to all Flight Standards field offices.
3. EXPLANATION OF CHANGES. Appendix 1, paragraph 6b, Planned Surveillance, describes the role of the Surveillance Evaluation Program (SEP) to modify or make adjustments in the surveillance work program for non-ATOS Title 14 of the Code of Federal Regulations part 121 air carriers. Paragraph 6b is being changed to state that the SEP process may be used to terminate required surveillance activities generated from the RAMPS/Planning Module planning process, if a new work activity replaces the terminated activity.
4. DISPOSITION OF TRANSMITTAL. After filing the attached pages this transmittal sheet is to be retained and filed in the back of this order until it is cancelled by a new basic order.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
APPENDIX 1 15-17	8/7/00	APPENDIX 1 15-17 (and 18)	3/15/01

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Director, Flight Standards ServiceDistribution: A-W(VR)-1; A-WX(FS)-3; A-X-1; A-Y(AY)-2;
AMA-200(80cys); A-FFS-0 (ALL)

Initiated By: AFS-900

be replaced with R-item surveillance activities with the concurrence of the principal inspectors and office managers. All additional required activities must be coordinated with the regional RAMPS coordinators and remain subject to the same resource procedures as defined in paragraph 3d of this appendix. The SEP process may be used to terminate an NPG generated R-item if a new work activity replaces the terminated activity. This process is referred to as "retargeting." Prior to retargeting an NPG R-item, the analysis must reveal that the activity to be terminated is no longer needed. Documentation of the analysis performed and the reason for terminating any required work activity must be provided in section IV of the PTRS data sheet, FAA Form 8000-36. For terminations resulting from SEP analysis, key word code 974 should be used to indicate "SEP Surveillance Deviation" and "SEP" should be entered in the miscellaneous data field of the PTRS record.

c. Surveillance Special Emphasis Items. Trends affecting aviation safety are routinely identified through analysis. Recommendations from the National Transportation Safety Board (NTSB), Office of the Inspector General (OIG), and the General Accounting Office (GAO) are also considered in identifying these trends. The Special Emphasis Items should be actively included when planning the work programs for each field office. When identified on a national level, the emphasis areas will be listed as part of paragraph 6a. Flight Standards Inspectors must pay special attention to these trend areas when planning and conducting surveillance activities. The completion of emphasis work items is defined as: (1) increasing an existing work program with additional inspections for completion, as appropriate, or (2) including a special emphasis area into the accomplishment of an existing surveillance item. Special emphasis items are as follows:

(1) Public Use Operators. It is important that field offices develop a positive relationship with the public use operators within their geographic district. Field offices should continue to be a resource for aviation safety information and support for all public use operators. Wherever possible, field offices should work proactively to review the airworthiness of the aircraft used by public use operators in order to maintain the highest possible level of aviation safety.

(2) Certified Flight Instructors (CFI's). – Conduct surveillance of CFI's in accordance with Order 8700.1, Chapter 12, of CFI's with oversight responsibilities of any student who has been involved in an accident or incident. In addition, conduct surveillance of CFI's who have a 30% or greater fail rate of students recommended for certification of all certificates and all ratings. The emphasis in the observation and oversight of CFI's should be in the form of student/pilot operations, not just a review of CFI activities. Activity number 1662 may be used to record CFI surveillance in NPTRS and the characters "CFI" must be entered into the National Use field.

The ASI will be able to access the data flagging the 30% failure rate of a CFI that is located within his/her district through the Air Personnel Component in SPAS. The Air Personnel Component will be made accessible to all Aviation Safety Inspectors (ASI) via SPAS by FY2001. The Air Personnel Component is now accessible to any ASI through AFS-600 AV-Info Intranet website. A similar report is currently available documenting a Designated Pilot Examiner's pass/fail rate.

7. SURVEILLANCE OF FAA AIRCRAFT. The Flight Standards Service is responsible for providing a surveillance and inspection program for FAA aircraft operations which is equal, in scope and detail, to a program required for a similar 14 CFR part 135 on-demand air carrier. Some of the FAA Flight Program participants are already certificated under 14 CFR part 135 conducting on-demand operations and are assigned to a specific FSDO. The FSDO's responsible for oversight of the individual FAA aircraft flight operations will maintain accurate information in the VIS database for the annual development of a required work program. Discretionary P-items will be developed by the appropriate FSDO's that have geographic responsibility for FAA Flight Program participants. Other aspects of the surveillance program for these operators, including the cancellation and termination of R-items, will be conducted in accordance with the provisions of this order.

8. OTHER REQUIRED WORK ACTIVITIES.

AVIATION SAFETY PROGRAM MANAGER. Required work activities are contained in the aviation safety program work functions for FY-2001. The FAA has a statutory obligation to promote aviation safety. An integral part of meeting this requirement involves the education and guidance of all segments of the aviation community. The accomplishment of the R-items is considered a basic requirement toward meeting FAA's obligations in these areas.

NOTE: Notwithstanding the requirements of subparagraph (a)(2) and (a)(5), in support of the FAA Administrator's "Safer Skies" safety agenda, safety program emphasis shall be placed on increasing awareness of the following safety areas: aeronautical decision making, avoiding loss of aircraft control, weather related accident reduction, training and procedures to avoid controlled flight into terrain, survivability factors, avoidance of runway incursions, approach and landing procedures, and maintenance of critical engine parts to preclude uncontained engine failures.

(a) **Required Work Activities.** The following six items, subparagraphs a(1) through (6) are R-items for FY-2001. The general guidance contained in this order regarding the planning, accomplishment, recording, termination, and cancellation of required work activities applies to these six items:

1 Manager Meeting Participation (1915 or 3915 or 5915) - Each FSDO Manager (excluding IFO's and CMO's), will address two meetings, such as the Aircraft Owner's and Pilots Association (AOPA) Town Meetings, Experimental Aircraft Association (EAA) general membership meetings, Professional Aviation Maintenance Association (PAMA) or any other major aviation user group meeting within the district.

2 Aviation Safety Meeting.

1931/14 CFR part 91 - Conduct five for each district office within the region. These activities include all functions associated with a FAA safety meeting where specified "Safer Skies" safety agenda topic(s) are addressed to general aviation pilots. At least one different topic must be addressed at each meeting. The five specified subject areas are: approach and landing procedures (A), aeronautical decision making (D), avoiding loss of aircraft control (L), avoidance of runway incursions (R), weather related accident factors (W).

1931/14 CFR part 135 - Conduct one for each district office within the region. This activity includes all functions associated with a FAA safety meeting where the specified "Safer Skies" safety agenda topic is addressed to air carrier pilots. The specified subject area is: training and procedures to avoid controlled flight into terrain (C).

NOTE: For the above six required safety meetings, enter the appropriate topic letter code in the "National Use" field. Enter the meeting attendance in the "Numeric Misc." field. For support or assistance by additional inspectors, use activity numbers 1933/3933/5933.

3 Flight Instructor Meeting (1932) - Conduct two for each district office within the region. This activity includes all functions associated with conducting an FAA flight instructor meeting. It does not include participation in a Flight Instructor Refresher Clinic (FIRC) or FIRC surveillance. Enter the meeting attendance in the "Numeric Misc." field. For support or assistance by additional inspectors, use activity numbers 1933/3933/5933.

4 Aviation Safety Meeting.

3931 or 5931/14 CFR part 43 - Conduct two for each district office within the region.
3931 or 5931/14 CFR part 91 - Conduct one for each district office within the region.
3931 or 5931/14 CFR part 135 - Conduct one for each district office within the region.
3931 or 5931/14 CFR part 145 - Conduct one for each district office within the region.

This activity includes all functions associated with conducting an FAA safety or user meeting where maintenance/avionics topics are addressed. The 14 CFR corresponds to the audience composition: Use 14 CFR part 43 for maintenance technicians; use 14 CFR part 91 for general aviation pilots; use 14 CFR 135 for air carrier maintenance personnel; and use 14 CFR part 145 for repair station personnel. Enter the meeting attendance in the "Numeric Misc." field. For support or assistance by additional inspectors, use activity numbers 1933/3933/5933.

5 Aviation Safety Meeting .

3931 or 5931/14 CFR part 43 - Conduct one for each district office within the region. This activity includes all functions associated with an FAA safety meeting where the specified "Safer Skies" safety agenda topic is addressed to maintenance technicians. The specified subject area is: Maintenance of critical engine parts to preclude uncontained engine failures (U).

3931 or 5931/14 CFR part 91 - Conduct one for each district office within the region. This activity includes all functions associated with an FAA safety meeting where the specified "Safer Skies" safety agenda topic is addressed to general aviation pilots. The specified subject area is: "how-to-survive" factors (S).

NOTE: For the above two required safety meetings, enter the appropriate topic letter code in the "National Use" field. Enter the meeting attendance in the "Numeric Misc." field. For support or assistance by additional inspectors, use activity numbers 1933/3933/5933.

6 Flight Instructor Meeting (3932 or 5932) - Conduct one for each district office within the region. This activity includes all functions associated with conducting an FAA flight instructor meeting where maintenance/avionics topics are addressed. It does not include participation in a Flight Instructor Refresher Clinic (FIRC) or FIRC surveillance. Enter the meeting attendance in the "Numeric Misc." field. For support or assistance by additional inspectors, use activity numbers 1933/3933/5933.

